PATENT SPECIFICATION

Application Date: Nov. 17, 1926. No. 16,658/26.

273,894

Complete Accepted: July 14, 1927.

COMPLETE SPECIFICATION.

Improvements in, or relating to, Covers for Vehicle Bodies.

I, ARTHUR LONGTON BRIGGS, of 67, Edith Road, London, W. 14, a British subject, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to covers for vehicle bodies of the type comprising a pair of guide rails, one on each side of the body, and a covering provided with transverse members adapted to be supported by the guide rails.

The object of this invention is to provide an improved cover which may be easly placed in position for use when an enclosed type of body is desired and put out of the way at other times. Suitable side supporting members are provided carrying the guide rails for transverse members and the said side members may constitute frames for windows and may be arranged to be lowered into the sides of the vehicle when not in use.

According to this invention the said covering is composed of a plurality of transverse members maintained in fixed spaced relation to each other by a flexible but non-elastic coupling, the whole being covered with a layer of waterproof material. In the preferred form the transverse members are mounted parallel to each other on two or more flexible metallic bands sufficiently stiff to prevent buckling but able to flex readily to allow the cover to negotiate the curves in the guide rails. The guide rails may be made in sections hinged together and adapted to be folded up.

Referring to the drawings filed herewith:—

Fig. 1 is a part sectional side elevation of one form of vehicle cover applied to a motor car so as to enable the car to be used both open and closed and in which the cover slides under the floor of the car.

Fig. 2 is an end elevation of Fig. 1;

Fig. 3 is a plan of Fig. 1;

Fig. 4 is an enlarged view of the back part of the rail;

Figs. 5, 6, 7 and 8 show in detail a hinged construction of the rail 7;

Fig. 9 illustrates the manner in which the rails may be folded up on to the rear side member;

Fig. 10 is an enlarged sectional view of a rail and one end of a transverse member.

Fig. 11 illustrates a construction of the window frames in the doors 16.

The body 2 is constructed with a false bottom 3 forming a passage 4 stretching from the upper part of the back to a point somewhere beneath the front seat.

The sides of the passage 4 are provided with guide rails 5. The roof portion is formed by transverse members 6 secured to two longitudinal flexible metallic bands 8, 8 (shown in dotted lines in Fig. 2) over which is secured a waterproof cover 9. The ends of the transverse members 6 are provided with runners to engage the guide rails 7 which when in position form a continuous runway with the rails 5 on each side of the car.

The guide rails 7 are in three sections hinged together, one of which is secured to the curved rear side member, and the other two arranged to fold on to the same when not in use. The curved rear side member is described later.

The curved portion of the rail 7 which is secured to the curved rear side member of the body is provided with a hinged portion 7^A (see Fig. 4), pivoted so that it can be moved clear of the rail in the lower part of the body. The hinged portion may be spring operated so that it is held in position as a continuation of the rail 5.

The side members 13 which when raised form part of the frame work of the upper portion of the sides of the body and provide intermediate supports for the rail 7, are adapted to be lowered into recesses 10, provided in the lower part of the body, when not required. The movable hinged rails are arranged to fit into sockets 11 on each side of the wind screen standard at their forward ends and to be secured near the intermediate hinge by a spring fastener 12 to the side member 13.

The side member 13 is lowered into and raised from the side of the body by means of a long screw 17 operated by a detachable handle through bevel wheels 18 and 19. Two doors 16 are provided, and the window frame of the door is formed by frame members 14 which when raised fit into recesses 15 in the said side members so as to provide a draft proof joint. The frame members 14 are hinged to the top of the door and can be folded down when the window is lowered so as to lie in the top of the door. The top of the window frame is formed by the rail and weatherproof roof or cover when the latter is in the raised position.

The window in the door 16 is raised and lowered by means of two continuous bands 20 having between them a transverse socket 21 in which the bottom of the glass is bedded. The curved rear side member 22 is provided with a window and is adapted to be raised and lowered by a detachable handle operating the pinion wheel 23 which coacts with the rack 24 connected to one arm of a link mechanism 25. The link mechanism 25 is in the form of a lazy tong. The sliding roof is raised and lowered by two endless bands or chains 26 one on each side of the body and having projections 27 suitably spaced to engage the ends of the transverse members 6 The band or chains 26 are stretched between wheels 28 and the two top wheels are joined by a common axle 29 which is operated by a detachable handle 30 which may conveniently be the same handle as is used for raising and lowering the rear side member 22 and side member 13.

When the cover is in use the front end is held in position by a transverse member attached to the windscreen; the rear end of the cover is held in position by the last transverse back member which is secured to a base-board 31, and is stopped from emerging from the locker in which it is stowed by a ledge or moulding 32 with which it engages to form a watertight joint.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. A cover for vehicle bodies of the type described characterized in that the said covering comprises a plurality of transverse members maintained in fixed spaced relation to each other by a flexible but non-elastic coupling the whole being covered with a layer of waterproof material.

2. A cover for vehicle bodies according to Claim 1 characterized in that the transverse members are mounted parallel to each other in fixed spaced relation on two or more flexible metallic bands of sufficient stiffness to prevent buckling.

3. In vehicle bodies a cover according to the preceding claims in combination with two synchronizing endless bands or chains in the rear side of the body to engage the transverse members of the roof with means for moving the endless bands.

4. A cover for vehicles constructed arranged and adapted for use substantially as described with reference to and as illustrated in the drawings.

Dated this 17th day of November, 1926.

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Chartered Patent Agents.

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Fig. 1.

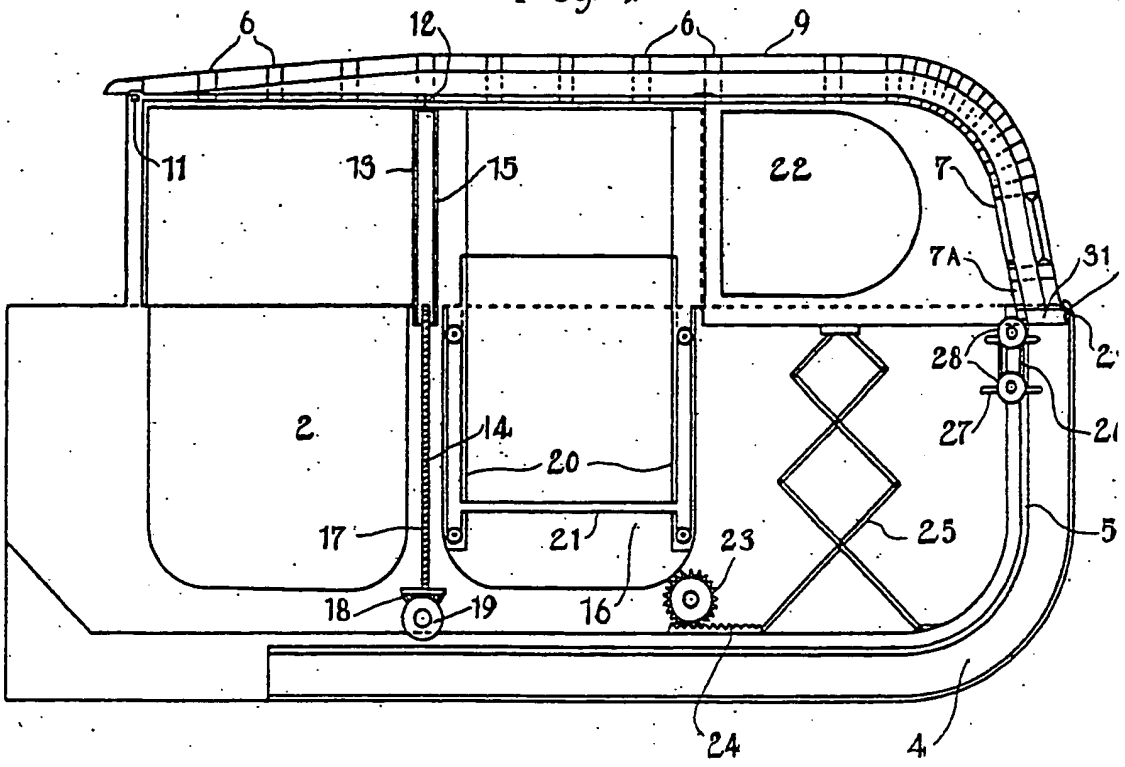
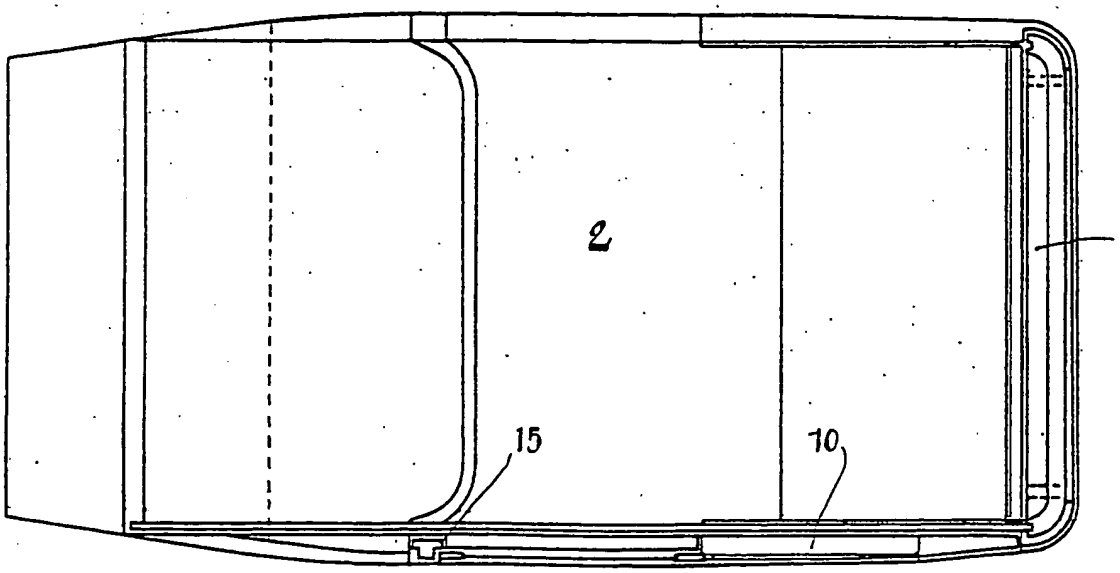


Fig. 3.



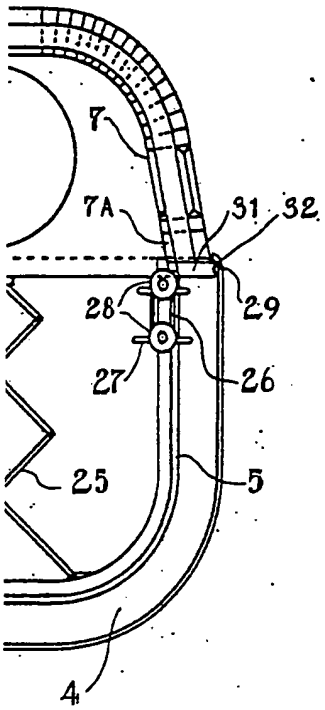
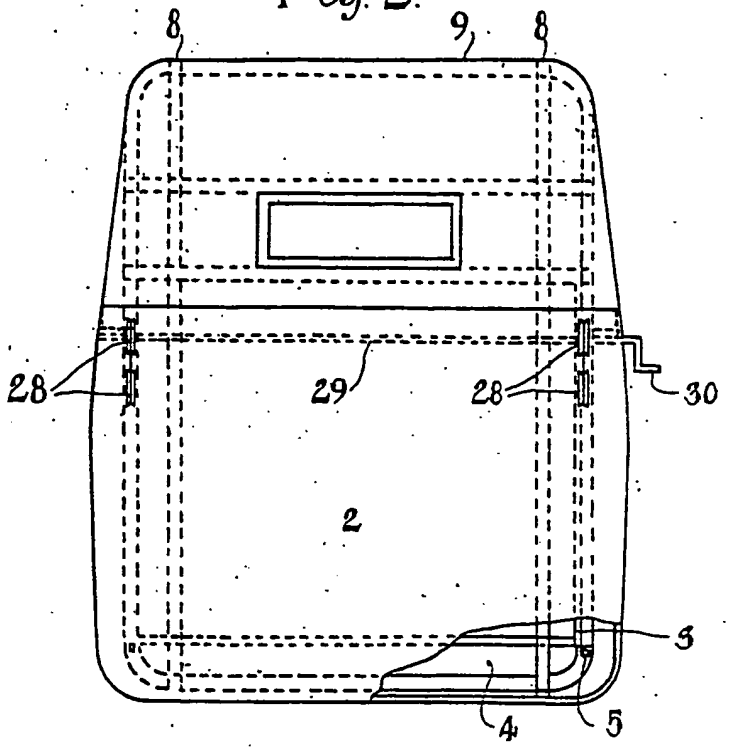


Fig. 2.



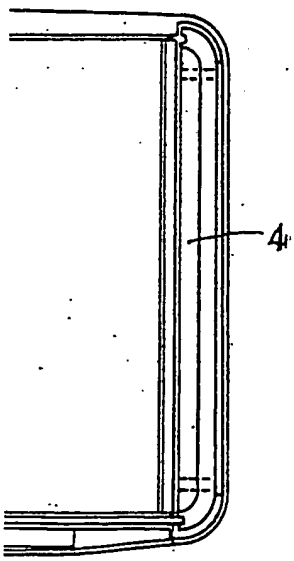
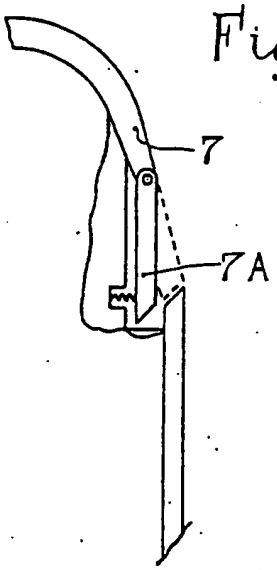


Fig. 4.



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[This Drawing is a reproduction of the Original on a reduced scale]

Fig. 1.

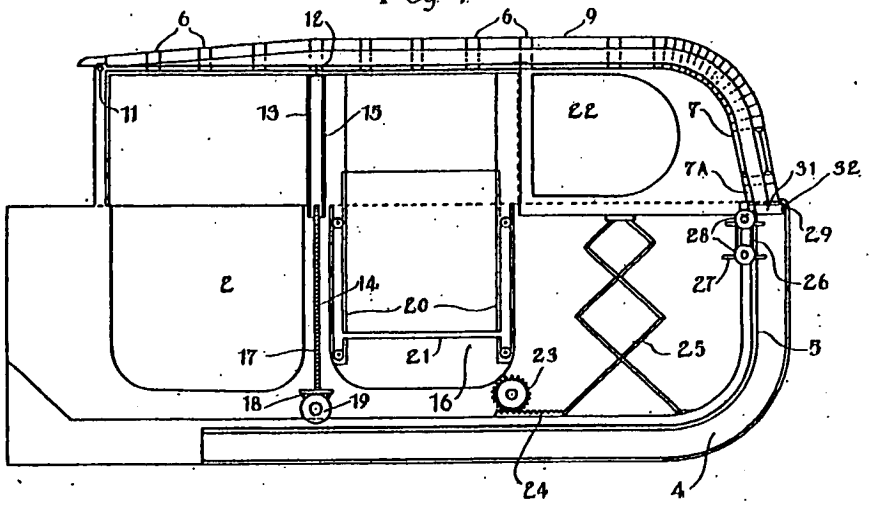

Fig. 2.

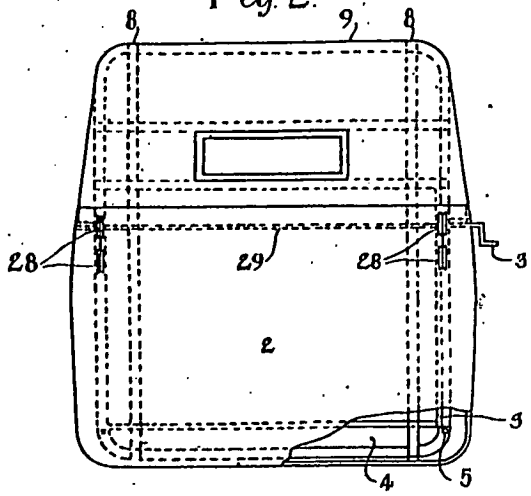

Fig. 3.

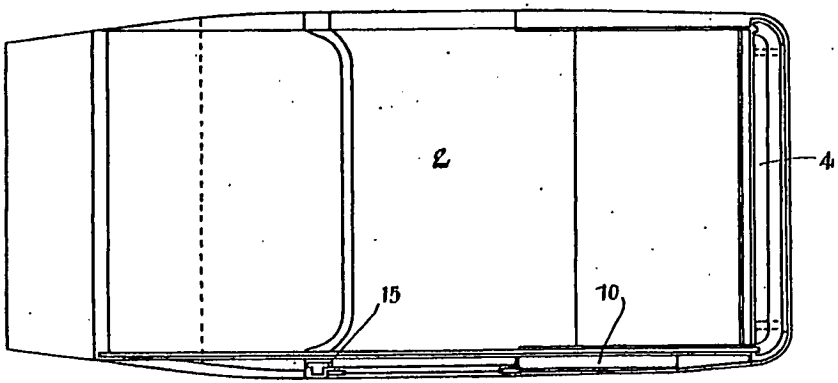

Fig. 4.

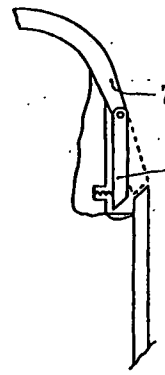

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FIG. 5

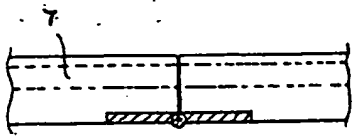


FIG. 6

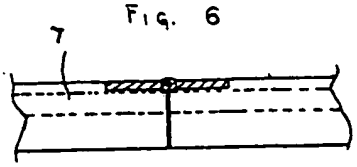


FIG. 7

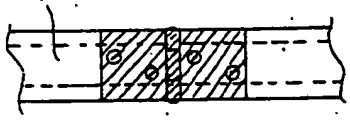


FIG. 8

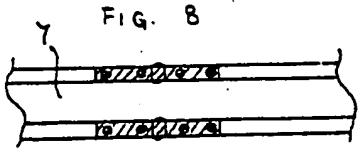


FIG. 9

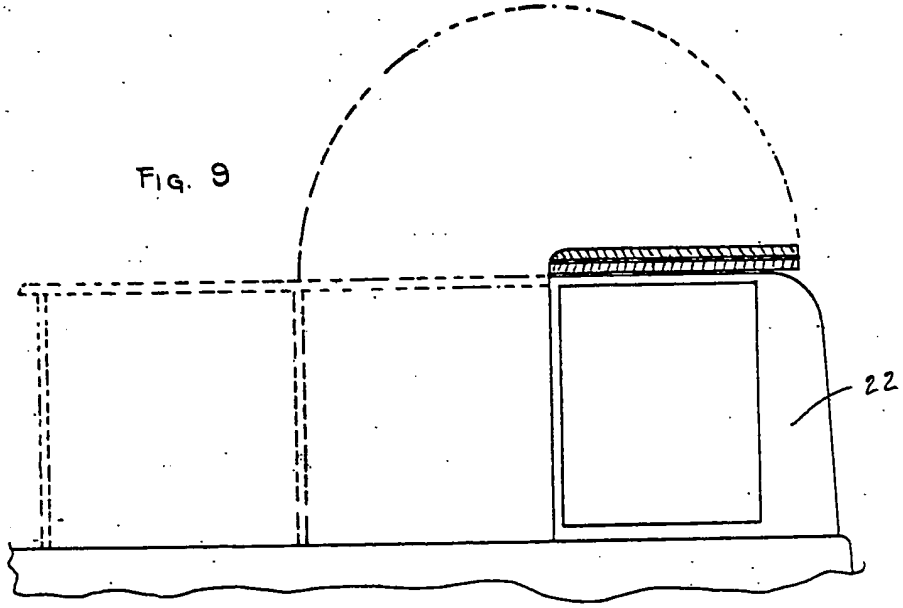


FIG. 10

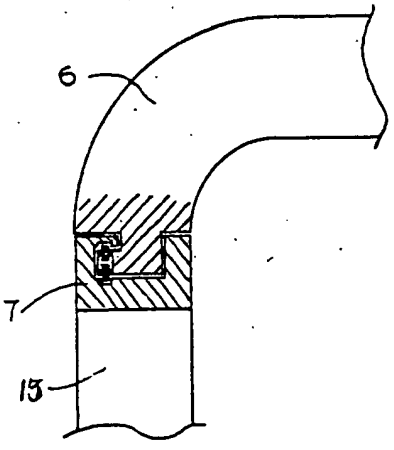
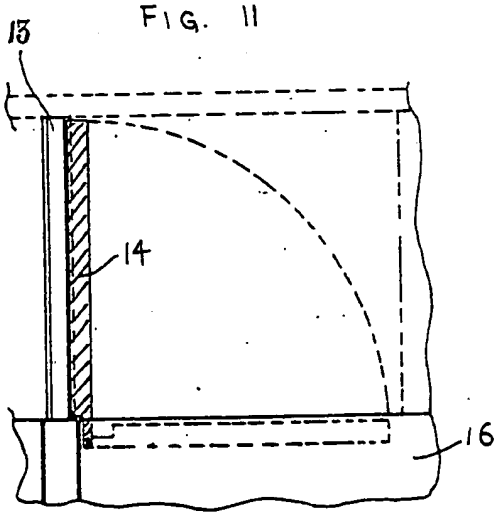


FIG. 11



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